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| 25X1 25X1 | | 1. DTFC, STATES THIS WILL BE A FIRM REQUIREMENT FOR |
| | | NOX512 AND NOX513 SUPER MAIDEN DEPLOYMENTS. |
| 25X1 | | 2. THIS DEPRIVES TIFC OF A BACK-UP AIRCRAFT FOR STRIP |
| 25X1 | | ALERT / AIRCAP |
| | | 3. IN VIEW OF ABOVE, REQUEST IMMEDIATE ACTION REPEAT IMMEDIATE |
| | | ACTION BE TAKEN TO SUPPLY TANKER TASK FORCE WITH ONE 25 |
| | | ADDITIONAL AIRCRAFT AND TWO CREWS ASAP. |
| 25X1 | | 4. RECOMMEND DEPLOY ONE AIRCRAFT ASAP AND 25 |
| 25X1 | | RESOURCES RESUPPLY 25 |
| 25X1 | | 5. THIS WILL ENABLE TO SUPPORT NOX 512 AND NOX513 DE- |
| | \mathcal{N} | PLOYMENT . |
| | | 6. REQUEST CONFIRMATION AND CONCURRENCE ASAP. |
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| | AFTERBURNER FLAME | HOLDER AND FRONT AFTERBU | RNER LINER. | NO | | |
| | INDICATIONS OF AN | Y ENGINE PROBLEMS WERE AP | PARENT TO PI | LOT DURING | | |
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| | | ENGINE S/N 246 WILL BE R | EMOVED AND RI | EPLACED | | |
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| NO NIGHT ACTION. | | | | |

DEBRIEFING BY TANKER CREWS AND ARTICLE PILOT CONFIRM THAT TACAN EQUIP AT IWO JIMA IS EXTREMELY WEAK. REQUEST SUPPORT TO BRING TACAN EQUIP AT IWO JIMA UP TO SPECS.

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| | (NO NIGHT ACTION) | <u> </u> | • | | |
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| | GEN BACALIS FROM | | | | |
| | GEN BACALIS FROM | CK OF ART 131 HAS R | | | |

- 1. POST FLIGHT CHECK OF ART 131 HAS REVEALED EXTENSIVE DAMAGE
 TO AFTERBURNER LINER AND FLAME HOLDER. EXTENT AND CAUSE UNKNOWN. DETAILS WILL BE FORWARDED AFTER ENGINE REMOVED. NO COCKPIT INDICATION OF THIS CONDITION. CHANGING ENGINE AND ANTICIPATE
 FCF 25 MAY.
- 2. SEVERAL MINOR PROCEDURAL CHANGES HAVE BEEN MADE AT THIS END BUT IN GENERAL MISSION WAS CONSIDERED COMPLETELY SUCCESSFUL. ENTIRE PACAF PROVIDING 100 PERCENT SUPPORT.
- 3. BOTH WAKE TANKERS DIRECTED TO GUAM-ONE BECAUSE OF ENGINE LOSS AND OTHER BECAUSE OF MINIMUM FUEL. THESE PROCEDURES AGAIN BEING REVIEWED WITH TIFC. EXPECT AT LEAST ONE TANKER TO RETURN THIS DATE.

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PAGE 2

4. DETAIL ON EACH OF THE ABOVE PARAGRAPHS WILL BE FORWARDED AS SOON AS PRACTICAL.

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- A. X 511
- B. MISSION POST LANDING REPORT.
- C. WX AS BRIEFED OR BETTER THAN BRIEFED, ENTIRE ROUTE.
- D. INS BEGAN BUILDING UP LONGITUDE ERROR AFTER 3RD REFUELING ERROR CONTINUED BUILDING TO APPROX 75NM AT TERMINATION OF FLIGHT.

 ACFT HAD NO TROUBLE MAINTAINING COURSE. ERROR WAS IN DISTANCE TO GO.
- E. INS LONGITUDE ERROR OF 75NM AT TERMINATION. LOW FREQ ADF INOP.

 ARC50 EXT ADF INOP. FLIGHT CONTROL FEEDBACK RESULTING IN STICK
 OSCILLATION DURING FINAL DESCENT.
- F. NOT APPLICABLE.
- G. MISSION FLOWN AS BRIEFED. AIR REFUELING SUPPORT WAS EXCELLENT. POSTFLIGHT OF ACFT REVEALED EXTENSIVE RIGHT AFTERBURNER DAMAGE. ENGINE CHANGE IS REQUIRED. DETAILS WILL FOLLOW;

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PLEASE EXPRESS MY SINCERE APPRECIATION TO EACH MAN FOR ALL THE SUPPORT RECEIVED FROM YOUR PERSONNEL. MY THANKS FOR MAKING THIS A COMPLETELY SUCCESSFUL MISSION. PLEASE PASS ON TO ALL OTHER ORGANIZATIONS OUR APPRECIATION FOR CONTRIBUTING TO A SUCCESSFUL MISSION. S E C R E T TOR 230111Z MAY 67

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